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PROCEEDINGS

OF THE

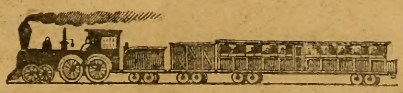
ANNUAL MEETING OF STOCKHOLDERS

OF THE

Western N. Carolina Rail Road,

HELD IN STATESVILLE,

AUGUST 25, 1864.



STATESVILLE, N. C.:

PRINTED AT THE JOB OFFICE OF THE IREDELL EXPRESS.

1864.

PROCEEDINGS

OF THE

NINTH ANNUAL MEETING

OF THE

Stockholders of the Western N. C. Rail Road.

—o—

STATESVILLE, Aug. 25th, 1864.

The Ninth Annual Meeting of the Stockholders of the Western N. C. Rail Road Company was convened this day in the Court House. On motion of Dr. J. F. Foard, John I. Shaver was called to the Chair and J. J. Bruner and C. A. Carlton requested to act as Secretaries.

The committee on proxies reported a majority of the stock was represented. The Chairman announced the meeting organized and ready for business.

The State proxy was now handed in by Col. A. Mitchell.

On motion of M. L. McCorkle, Esq., the reading of the reports of the officers of the Company was dispensed with, on the ground that the reports were printed and in the hands of the Stockholders present.

On motion of Dr. J. F. Foard, the reports of the officers were received and adopted.

On motion of W. P. Caldwell, Esq., the meeting proceeded to the election of four Directors.

The following gentlemen were put in nomination :—Jonas Cline, of Catawba ; A. Henderson, of Rowan ; Dr. J. F. Foard, of Rowan ; John Hunt, of Burke ; John Malone, of McDowell ; R. A. Caldwell, of Rowan ; Dr. John McDowell, of Burke.

While the tellers were counting the votes, Dr. J. F. Foard asked leave to read a letter from Capt. James A. Goodman, A. Q. M. at Salisbury, having reference to securing forage for the army of General Lee, urging the producers to send forward all their surplus immediately.

Capt. Myers, Commissary at Salisbury being present, also urged the farmers to send in bread and meat supplies for the brave defenders of our country.

W. P. Caldwell, Esq., offered the following preamble and resolution :

WHEREAS, It is the opinion of the Stockholders of the Western North Carolina Rail Road Company that it is injurious to their interest to farm out any of the property or franchises of their Company to any independent Company ; and believing that the Rail Road Company can transport all articles over the Road with as much safety and dispatch as the Express Company ; and believing that all the profits of transportation ought to be made by the Rail Road Company—

Resolved, That the Board of Directors are instructed to terminate their contract with the Southern Express Company, (after giving them due notice,) and that they confer with the North Carolina Rail Road Company, and other Rail Roads, with the view to make such combined arrangements with said Roads, as to insure to all persons safe and expeditious transportation of their property, money and effects over the Roads, under the charge and management of their own agents and messengers.

W. F. McKesson, Esq., of Burke, responded in favor of the resolution, and congratulated the Company on the presentation

of this measure in an eloquent and patriotic speech.

F. E. Shober, Esq., of Salisbury, followed in a few excellent and appropriate remarks.

The tellers of the election returned and reported the following:—Whole number of votes polled, 12,027—necessary to a choice, 6,140. Jonas Cline received 10,411, J. C. McDowell 12,016, J. A. Hunt 8,793, John Malone 9,053, R. A. Caldwell 2,424, A. Henderson 4,269, C. A. Carlton 1,183, J. F. Foard 127, J. I. Shaver 15—whereupon it was declared that Jonas Cline, J. C. McDowell, John A. Hunt and John Malone were duly elected.

The discussion on Mr. Caldwell's resolution was resumed and advocated by Dr. J. F. Foard.

The question of adoption was called and the resolution passed unanimously.

On motion of W. F. McKesson, Esq., the pay of the Directors was raised to 25 cents per mile while travelling on business for the Company.

A debate sprung up upon the motion and was participated in by W. F. McKesson, S. R. Erwin and Dr. A. M. Nesbit in favor, and M. L. McCorkle opposed. The question being called, resulted in the adoption of the resolution.

J. E. Shober, Esq., offered the following resolution and advocated it, in a few appropriate remarks, which was unanimously adopted:

Resolved, That the salaries of the President and Treasurer of the W. N. C. R. R. Co. be increased to $4,000 per annum.

On motion of W. F. McKesson, Esq., that the proceedings of this meeting be published in the Salisbury Watchman and Iredell Express.

On motion of W. F. McKesson, Esq., That the same Finance Committee be continued. Adopted.

On motion of W. F. McKesson, Esq., That M. L. McCorkle and D. B. Gaither be a Committee to verify proxies at the next annual meeting.

On motion, That the Chairman appoint a Committee of three to investigate the Road and report to next meeting. Appointed Hugh Reynolds, M. L. McCorkle and T. Geo. Walton.

On motion, the thanks of the meeting be and are hereby tendered to the Chairman and Secretaries for the performance of the duties, &c.

On motion, the meeting adjourned.

JOHN I. SHAVER,
Chairman.

J. J. BRUNER, } *Secretaries.*
C. A. CARLTON, }

REPORT OF THE PRESIDENT IN BEHALF OF THE BOARD OF DIRECTORS.

———o———

OFFICE WESTERN N. C. R. R. COMPANY,
Statesville, N. C., Aug. 25th, 1864.

To the Stockholders of the Western N. C. R. R. Company:

GENTLEMEN:—We have the honor to submit the ninth annual report of the operations of the Road for the fiscal year ending 30th June last.

By reference to the reports of the Treasurer and Finance Committee, it will be seen that the receipts from all sources amounts to $371,911 74, which is nearly treble that of last year; $230,574 10 of which amount has been paid on account of Repairs, Supplies and operating the Road. $36.173 63 has been paid to the construction department in finishing the Road to the present terminus. This sum cannot be replaced until the State orders the resumption of the work.

The balance in hands of Treasurer, and balance due from Post Office Department and Confederate States and other sources, as per report of Finance Committee, will give us an available sum of $77,000, which, together with the earnings till September next, will enable the Board to declare a dividend, and also pay off all claims due from the Road, together with the Confederate Tax.

Whilst the receipts of the Company have been large, the expenses have been proportionately heavy. Included in the accounts of Repairs and Materials is the sum of $30,000 paid on

old claims, which properly were chargeable to former years.—Also, amount paid for a steam saw and grist mill, which is a valuable acquisition, and one we could not now dispense with—and an investment which will pay at any time.

The items of supplies of provisions and clothing appears heavy, but the Company have on hand a large quantity of Corn, Bacon and Salt; also 40 hogs to kill this Fall. The Company also has a large quantity of wool for winter clothing.

On the subject of Rolling Stock and Road-bed we would respectfully refer you to the report of the Engineer and Superintendent, but we would remark that both are in as good condition as at any period since the commencement of the war.—We have had the misfortune, however, to have four cars burned and one engine seriously injured by Kirk's raiders, the circumstances of which are familiar to you all. The road-bed is in much better condition than a year since, as a large number of new sills have been laid and the ditches opened. We also have a good supply of dry wood for the coming Winter, which we did not have last year. To accomplish all this we have employed a larger force than usual.

In conclusion, we would state that the larger proportion of freight and passengers have been transported at Government rates, which is much below the rates charged on private account, and when viewed in proportion to the prices of every article we have to purchase, will be admitted by every one to be entirely too low.

Before closing this report, we would ask your favorable consideration in behalf of the different officers and employees in charge of their various duties, while no better evidence can be given of their efficiency than the safety and dispatch attending the operations of the Road.

I have the honor to be, very respectfully,

Your most obedient servant,

A. M. Powell.

REPORT OF CHIEF ENG. AND SUPERINTENDENT.

OFFICE CHIEF ENGINEER AND SUPERINTENDENT,
Statesville, N. C., July 1st, 1864.

To the President and Directors of the W. N. C. R. R. Co.:

GENTLEMEN:—The annual report for the year ending July 1st, 1864, is herewith most respectfully submitted.

The Financial condition of the Company will be properly explained in the report of the President, leaving for your Engineer and Superintendent the statements in regard to the Departments of Construction, Road-bed and Machinery.

CONSTRUCTION DEPARTMENT.

During the year no grading has been done, but sills have been bedded and the iron laid down from Speagle's, the old terminus, to a point three miles nearer Morganton. At this point a temporary depot has been built.

The road could have been extended somewhat beyond the present terminus, but it was thought advisable to leave this undone, as the iron on hand will be needed during the present year to replace bars now worn out.

ROAD DEPARTMENT.

The condition of the road-bed and rail-way has been greatly improved, but is yet not such as I should like to report; especially is this the case on the lower end of the road. The cross-ties here were very rotten, and owing to the scarcity of labor it was difficult to replace them as rapidly as needed. Before the Winter rains set in its condition will compare favorably with that of any previous period, allowing for the wear of the iron, which in many cases is unusually great considering the newness of the road.

MACHINERY DEPARTMENT.

This branch, so very important, is under the immediate supervision of Mr. E. H. March, whose energy and judgment is evi-

denced by the effective condition of the rolling-stock. The expenses of this department, have been unusually heavy, as every engine has been thoroughly overhauled, and new tires purchased for all; the cost of a set of tires being two-thirds that of a locomotive previous to the war. All the engines are now in fine condition, with the exception of the *Catawba*, the one injured by the raiders, and it will be repaired in a very short time. During the year, notwithstanding the condition of the road last Winter, and the increase of travel, no case of injury to passengers has occurred. This fact is evidence of the attention of the Conductors and Engineers, who have the immediate charge of the train.

On account of the improved condition of the machinery, the prospect is good for an increase of revenue for the next twelve months.

By your advice, a steam mill has been bought and put into operation. It has proved a great convenience as well as a source of profit to the Company.

The subject of a telegraph, is of such vital importance, as a part of a rail road system of management, that I do not hesitate to say that a system is incomplete without it. There are other improvements I should be glad to make, viz: the building of new Howe bridges over Second and Third Creeks, but as proper material could not be had, for the present I have thought it best to postpone it.

Respectfully submitted,

JAS. W. WILSON.

CONSTRUCTION ACCOUNT.

R. F. SIMONTON, *Treasurer*,
In Account with Western N. C. Rail Road.

DR.

July, 1863.	Premium and Interest on sale of $20,000 N. C. Bonds,.....	$27,550 00
	Interest on Bills Receivable,.....	50 00
		$27,600 00
	By balance due Transportation Department,...	36,173 63
		$63,773 63

CR.

July, 1863.	By balance due Transportation Department,		$21,851 03
July, 1864.	By Construction Account,	Abstract A,	9,544 32
	" Depot and Station,	do B,	817 83
	" Sundry,	do C,	835 00
	" Mileage and Directors,	do D,	344 90
	" Sills and Track,	do E,	11,000 00
	" Graduation,	do F,	19,380 55
			$63,773 63

R. F. SIMONTON, *Tr.*

TRANSPORTATION DEPARTMENT.

Dr.

July, 1863.	To balance in hands of Treasurer,		$78,603 58
" "	" " due from Agents,		5,998 29
			$84,601 87
July, 1864.	To Freight and Passenger Account as per Tabular Statement,	$203,725 36	
" "	" Post Office Account, U. S. A.,	1,461 50	
" "	" Post Office Dep't., C. S. A.,	1,455 94	
" "	" Con. States for Transportation,	67,671 16	
" "	" State of North Carolina,	3,963 60	
" "	" N. C. Rail Road, extra freight,	12,911 45	
" "	" Wilmington & Weldon R. R.,	3,690 76	
" "	" Petersburg & Weldon R. R.,	370 85	
" "	" Atlantic & N. C. R. R.,	108 71	
" "	" Seaboard & Roanoke R. R.,	173 80	
" "	" Raleigh & Gaston R. R.,	268 73	
" "	" Sundry Accounts,	4,981 89	
" "	" Southern Ex. Co., extra freight	3,266 19	$304,049 94
			$388,651 81

Cr.

July, 1864.	By balance due from Agents,		$ 2,619 08
" "	" Dividend No. 1.,		70,342 00
" "	" Amount paid other Roads, exchange freight,		40,065 47
			$113,026 55
"	" Transportation Abstract No. 1.,	$ 19,068 38	
"	" Wood, 2,	4,234 00	
"	" Repairs and Materials, 3,	126,455 76	
"	" Supplies and Provisions, 4,	61,164 33	
"	" Loss and Damage, 5,	2,567 41	
"	" Printing and Office apc. 6,	2,281 77	
"	" Sundry apcs. 7,	1,080 50	
"	" Salary apc. 8,	6,500 00	$223,352 15
"	" Discount on old issue,		7,221 95
"	" balance in hands of Treasurer,		45,051 16
			$388,651 81
"	To balance brought down,		$45,051 16
	Consisting of the following items:		
"	Balance due from Const. Dep't.,	$36,173 63	
"	Four per cent. Confederate Bonds,	4,100 00	
"	Cash in hands of Treasurer,	4,777 53	$45,051 16

R. F. SIMONTON, *Tr.*

[ABSTRACT A.]

CONSTRUCTION.

November, 1863.	Wm. F. McKesson, Steam Mill,.....	$6,000 00
	T. L. C. Donalson, balance for Lumber,...	3,544 32
		$9,544 32

[ABSTRACT B.]

DEPOT AND STATION ACCOUNT.

September, 1863.	Pay Roll,.....	$115 50
December, "	J. J. Wisiger,.....	333 00
January, 1864.	E. J. Kirksey,.....	167 83
March, "	J. S. Milles, Pay Roll,.....	201 50
		$817 83

[ABSTRACT C.]

SUNDRY.

September, 1863.	R. C. Pearson,.....	$ 50 00
October, "	J. J. Bruner,.....	385 00
November, "	W. A. Eliason,.....	400 00
		$835 00

[ABSTRACT D.]

MILEAGE OF DIRECTORS.

August 10th, 1863.....	$43 40
" 29th, do	62 50
Sept'r. 11th, do	71 00
October 17th, do	76 00
Nov'r. 2nd, do	30 00
March 12th, 1864.....	62 00
	$344 90

[ABSTRACT E.]

SILLS AND TRACK.

November 3rd, 1863.	Wm. F. McKesson,.....	$6000 00
" 24th, "	Wm. F. McKesson,.....	5000 00
		$11,000 00

[ABSTRACT F.]

GRADUATION.

August 1863.	Wm. F. McKesson,.....	$2950 60
" "	do do do	5000 00
" "	do do do	350 33
Nov'r. "	S. W. Davis, Powder,.....	1507 50
" "	Wm. F. McKesson,.....	8000 00
" "	do do do	1572 12
		$19,380 55

[ABSTRACT No. 1.]

TRANSPORTATION.

July,	1863.	Pay Roll, July,	$966 75
	"	" " August,	1067 00
	"	" " September,	1015 50
	"	" " October,	1016 75
	"	John Knox, Expenses on Government train,	384 00
	"	do do do do do do	145 00
	"	George Mowrey, Mail,	213 47
	"	Pay Roll, November,	1495 00
	"	" " December,	1631 00
Jan'y.,	1864.	John Knox, Expenses on Government train,	16 00
	"	M. Bringle, Mail,	106 25
	"	Pay Roll, January,	1707 00
	"	" " February,	1603 00
	"	" " March,	1652 00
June,	"	J. P. Gowan, Salary,	600 00
	"	Pay Roll, April,	2221 66
	"	" " May,	1873 00
	"	" " June,	1355 00
			$19,068 38

[ABSTRACT No. 2.]

WOOD.

1863.		
July.	John Poston,	$ 75 00
	Robert Willis,	139 50
	J. Ogle,	75 00
	E. E. Deal,	176 00
	S. Wise.	27 75
Nov'r.	R. W. Foard,	297 00
	Henry Fry,	16 00
	David Hollar,	76 00
	John A. Hunt,	99 00
1864.		
Jan'ry.	Sherrill & Erwin,	151 50
	Wm. Clarke,	33 00
	Joshua Reepe,	28 50
	Adam Ingle,	46 50
	Paul Huntsucker,	543 50
Feb'ry.	W. L. Gill,	8 00
Feb'ry.	W. L. Gill,	28 50
March	M. Cloninger,	100 00
May	John Powell,	40 50
	T. H. Erwin,	76 50
June,	Adam Ingle,	108 00
	P. Brawley,	72 50
	Erwin & Sherrill,	120 00
	E. E. Area,	217 25
	W. Honeycutte,	188 00
	T. A. Bruke,	37 50
	Jesse Ogle,	205 00
	M. H. Brandon,	703 00
	Jacob Segaes,	159 00
	Wm. F. McKesson,	267 00
	J. R. Houpe,	119 00
		$4234 00

[ABSTRACT No. 3.]

REPAIRS AND MATERIALS.

July, 1863.	J. W. Stockton, Medicines,	$ 1	00
	J. J. Long, 1 Bale Cotton,	100	
	North Carolina Rail Road, Freight on Bbl. Oil,	8	75
	Morrison, Gaither & Co., Waste,	9	25
	R. M. Walker, Pay of Negroes Christmas,	8	50
	W. L. Gill, do do do	4	50
August,	Mathew Kerr, Repairing Stone Work,	3	50
September,	North Carolina Rail Road, Freight on Iron,	148	15
	Murr & Brown, Repairing Pipe,	10	
October,	W. Icard, Sills,	920	64
	G. P. Lynch, Coal,	360	
	M. L. Gunn, Oil,	1560	
	John O'Brian, Account for Materials,	52	
	T. & J. Dancy, Crucibles,	100	
	J. C. Clapp, Negro Hire,	1	50
	D. B. Gaither, Negro Hire,	3	
	J. B. Bobbit, 1 Bbl. Oil,	129	
	Crockford & Malone, Account,	113	40
	North Carolina Rail Road, Freight on Coal,	376	25
	Shop Pay Roll, July,	1923	73
	do do August,	1848	61
November,	J. M. Leitch, Expenses to Richmond,	40	
	Shop Pay Roll, September,	1907	92
	Walker Mears, Borax,	120	00
	J. A. Bradley, Paint Brushes,	30	50
	T. H. McRorie, Expenses to Wilmington,	61	
	E. Connor, Sills	76	
	David Renno, Repairing Bridge	27	85
	Shop Pay Roll—October—	2265	79
	W. S. Miller, Repairing Viaduct,	18	
	Jesse—Free Boy—Hire—	82	
	Robert Walker—paid Hands—Sunday—	4	50
	A. L. Shuford, Tallow	165	
	W. F. Spottswood, Paints	50	
	Rhodes & Co., Files	200	
	E. Nye Hutchinson, Paints	150	
	Young & Co., Locks	22	50
	James Hendry, Grind Stones	259	80
	North Carolina R. R., Freight on Grind Stones	17	50
	W. Turner, Waste	12	
	D. B. Gaither, Negro Hire	125	
	Robert Walker, Medicines &c	25	
	R. T. Earley, Sunday Work for Hands	10	75
	do do do do	7	50
	J. W. Wilson—Expenses to Richmond	50	
	do Shovels and Axes	343	50
	A. L. Shuford, Tallow	315	
	A. Hayden, Negro Hire	110	

November,	J. R. Anderson & Co., Iron &c	$ 1697	67
	Richardson & Co., Coach Trimmings	328	79
	Raleigh & Gaston Rail Road, Freight,	352	99
	do do do do on Iron &c	207	60
	John Vurble, Lace Leather,	75	
	Moore & Adams—Account	192	
	J. B. Bobbit, Oil	2596	
	Shop Pay Roll—November	1964	26
	H. L. Robbards, Negro Hire,	1	
	George Setzer, do	1	
	J. A. Caldwell, Medicine Bill	37	
	North Carolina Rail Road, Freight on Iron &c	235	
December,	W. L. Pomroy, Black Lead	75	34
	High Shoal Company—Nails	1000	
	J. R. Anderson & Co—Iron and Wheels,	6477	10
Jan'y., 1864.	do do do Iron	91	70
	Confederate States—Materials &c	6570	95
	John McKeil, Lamps	144	
	A. L. Shuford, Tallow	140	
	R. T. Earley, paid boys Sundays	18	
	W. L. Kestler, White Lead	93	75
	J. B. Price do do	118	75
	J. H. McElwee, Tallow	3	25
	Reese, Summers & Co—Nails	3	
	T. A. Allison, Tallow	35	
	Pay Roll—Repairs for December	2319	50
	Salisbury Gas Company,	37	
	C. A. Henderson, Medicine account	102	50
	A. Benceni, Buckets,	36	
	John O'Brian, Expenses &c	170	
	North Carolina Rail Road, Freight on Nails,	153	06
	E. P. Hagler, Expenses on Government trains,	126	75
	L. Fry, Tallow	17	
	A. L. Shuford, Tallow	509	35
	Wm. Miller, Repairing Masonry,	27	
	P. A. Frercks—Account	511	62
	Pay Roll—Negroes, Christmas week	153	
	do do Saw Mill Hands,	234	
	L. S. Aldrich—Saw Mill	263	
	A. Wilson, Steel	140	
	J. W. Wilson, Vice and Axe	39	
	Robert Walker—Paid hands at Slide	251	
	Henderson & Ennis—Account	926	45
	W. Turner, Waste	120	60
	H. M. Troutman, Lumber	286	10
	J. R. Anderson—Car Wheels	5490	40
	North Carolina Rail Road, Freight on Coal	16	
February,	Shops Pay Roll—January	3568	50
	P. A. Frercks—Materials	2580	15
	T. J. Pond, Lumber &c	719	48
	James Wilson, Tacks	87	50

February,	Uriah Bostain, Work at Saw Mill,	$ 240	
	Negro Hire for 1863,	9844	23
	R. L. Patterson & Co—Belting	156	
	E. S. Walton & Co., Tallow	2897	
	Noah Speagle, Sills	1688	25
March,	Uriah Bostain, Work at Saw Mill	56	
	W. A. Knox—Expenses to Gaston	40	
	L. H. Bueis. do	64	70
	Y. S. Dean, Tallow	87	50
	Moses Harman, Sills	14	16
	Ford & Allison—Blacksmith account	12	75
	North Carolina R. R. Co., Freight	2	60
	do do do on Coal	823	20
	do do do on Wheels	689	25
	Murr & Brown, Steam Pipe	150	
	James McConnaughey, Coal	41	
	Erwin & Sherrill, Sills	150	
	T. A. Bell, Tallow	5096	
March,	Shops Pay Roll—February,	2888	49
	J. W. Stockton, Locks	10	
	J. W. Wilson—paid Boys extra	24	
	Wilmington and Weldon R. R. Co—Freight	28	
	Wm. M. Vanderer, Negro Hire	243	33
	W. C. Tate do do	500	
	Samuel Owens, Work at Saw Mill	13	28
	J. A. Willard, Pea Nut Oil,	3400	
	J. S. Fleming, Blacksmith account	16	75
	James Stamper, Making Shoes	47	
	Dr. M. Whitehead, Medicine bill	56	50
	John Ducy, Crucibles	189	
	North Carolina Rail Road Co—Freight on Oil	41	85
	Wilmington & Weldon Rail Road Co—Freight	55	
	Georgia Rail Road Co—Tires	987	60
	W. H. Thompson—Expenses	55	
	Stevenson & Co—Rope	35	
May,	North Carolina Rail Road Co—Freight	479	52
	do do do	76	
	Shops Pay Roll—March	3721	
	J. Biggs, Negro Hire	230	
	R. M. Walker—Pay for February	100	
	W. S. Miller do do April	90	
	John O'Brian do do do	100	
	R. S. O'Brian do do do	50	
	John O'Brian—Expenses to Richmond	67	
	L. H. Bueis—Ex. to Richmond and Wilmington	313	
June,	North Carolina Rail Road—Freight	4	60
	L. H. Bueis—Pay for March	84	
	L. H. Bueis do do May	94	50
	D. Anderson & Co—Tires	7910	
	E. P. Marsh, Freight on same	258	23
	E. P. Hagler, Tallow	184	

June,	E. P. Hagler, Expenses on Government train	146	00
	Williams & Elliott, Tacks	50	
	J. Wallace, Steel	585	
	L. Fry, Castings	15	50
	do Oil	100	
	Wilmington & Weldon R. R.—Freight on Coal	275	
	North Carolina R. R.—Freight on Tires	727	80
	Mallett & Brown, Coal	1400	
	J. M. Knox—Pay on Government train	400	
	do Expenses do do	45	
	M. Brown, Borax and Steel	861	
	W. Turner, Waste	157	50
	Saw Mill Pay Roll,	1104	
	R. Walker—paid hands at Slide	310	
	Lewis Elias, Candles	7	50
	R. T. Earley, Making Clothing	78	75
	do Paid hands for burning Coal	38	
	Wm. F. McKesson,	11,041	75
	North Carolina Rail Road—Freight	80	
	R. L. Rouche—Watchman—	24	80
	Salisbury Gas Company,	132	50
	John Woodward—Carpenter—	220	
	Shops Pay Roll—April	2851	50
	do do do May	3047	50
	do do do June	2729	27
		$126,455	76

[ABSTRACT No. 4.]

SUPPLIES, &C.

July, 1863.	G. C. Watts & Son, Shoes	$ 73	
November,	F. Turner, Corn	2500	
	Jackson Huffman, Beef	95	04
	Joseph Heiholzer, Wool	3000	
	R. F. Simonton, Leather,	1030	
Jan'y., 1864.	Powell & Shuford,	11,248	28
	A. M. Powell,	18,343	11
	E. P. Hagler, Beef and Tallow	65	
February,	J. P. Gowan, Corn	10,164	40
	J. D. Parker, Powder	18	
	do do	16	
	J. P. Gowan, Expenses	300	
	J. Parker, Beef	226	
March,	J. P. Gowan, Expenses	699	25
	A. M. Powell, Corn	158	
	D. Setzer, Beef	40	80
	J. S. Bridgers, Corn	56	75
	A. M. Powell, do	337	40
	W. H. McRarea, Salt,	404	18
June,	L. Fry, 1 Oven and lid	24	

June,	T. A. Allison, Boarding Hands		$ 687 21
	W. A. Eliason, Flour		625
	J. P. Gowan, Corn		6855 25
	Wm. F. McKesson,		2261 36
	H. A. Lorance,		377 45
	do		1308 85
	Thomas Barger,		250
			$61,164 33

[ABSTRACT No. 5.]

LOSS AND DAMAGE.

July, 1863.	J. B. Thomas,	Stock Killed,	$ 150
August,	B. Crawford	do	37 50
	R. S. Cook	do	40
	N. J. Sherrill	do	187 50
September,	Charles Kerr	do	20
	M. Clonenger	do	20
October,	T. L. Donalson	do	25
	W. W. Conley	do	5
	Allen Berry	do	10
	Elizabeth Lowman	do	7
	Isaac Bolick	do	5
	Louisa Propst	do	7 50
	A. Deal	do	5
	Mrs. G. Taylor	do	2 50
	Mrs. E. McGallard	do	3
	W. W. Pharr,	Lost Goods,	31
November,	E. Segman,	Stock Killed,	30
	T. F. Foster,	Over charged,	19
	George White,	Stock Killed,	7 50
	A. L. Shuford,	Over charged,	5 85
	R. G. Lindsey,	Stock Killed,	23 30
Jan'y., 1864.	Jane Kerr,	do	150
	W. F. Wasson,	do	41 25
	H. A. Lorance,	Over charged,	361 15
March,	Wm. F. Wasson,	Stock Killed,	23 36
	J. A. McConnoughey	Over charged,	20
	A. L. Shuford,	do	540
	Hazel & Faucette,	Lost,	750
	Mary May,	Stock Killed,	40
			$2567 41

[ABSTRACT No. 6.]

OFFICE.

July, 1863.	J. J. Starke,	$ 2	20
	R. F. Simonton,	76	
	A. W. Jamison, Postage Stamps	15	
	W. L. Pomroy, Blank Books	71	40
October,	S. B. Watters, Envelopes	14	
	W. L. Pomroy, Blank Books	50	67
	Express Company, Expenses on Blank Books	9	25
	A. W. Jamison, Postage Stamps	4	
November,	do do do do	20	
	Lewis Elias, Ink	3	
	Wm. C. Miller, Express charges,	24	10
	J. E. Brittain, Ink	50	
	J. A. Lancaster, Publishing Sale of Bonds,	58	50
	J. L. Pennington do do do	36	
December,	W. L. Pomroy, Stationery,	72	
	E. B. Drake & Son, Printing Blanks,	371	
	E. H. Brittain, Publishing,	17	25
	M. Brown, Envelopes,	3	
	Williams & Elliotte, Stationery,	19	
	McNeely & Young, Envelopes,	10	
	J. W. Stockton, do	10	
	M. A. Smith, Stamps,	10	
	Reese & Summers, Broom,	4	50
	Moore & Stockton, Mucillage,	2	
Feb'y., 1864.	A. W. Jamison, Postage Stamps,	20	
	W. C. Miller, Paper,	15	
	Charlotte Bulletin, Publishing,	50	
March,	J. Wallace, Steel Pens,	40	
April,	Thomas J Starke, Stationery,	63	
May,	J. D. Parker, Matches,	2	
	J. M. Knox, Expenses,	105	
	E. B. Drake & Son, Blanks,	730	
June,	J. J. Bruner, Printing,	20	
	R. F. Simonton, Expenses to Richmond,	284	
		$2281	77

[ABSTRACT No. 7.]

SUNDRY ACCOUNTS.

July, 1863.	Sheriff of Rowan County, Taxes,	$ 56
Jan'y., 1864.	R. F. Simonton, Expenses to Richmond,	156 50
	J. W. Wilson, do to Wilmington,	40
	John M. Knox, Traveling Expenses,	246
February,	Dr. Y. S. Dean, Medical account,	4
	J. W. Stockton, Medicines,	12
	W. L. Alexander, Extra hands,	24
	W. H. Thompson, Expenses to Richmond,	98
	G. Morory, Watching Train,	5
	J. Wise, do do	10
	David Black, do do	17
	Sandy Mock, Extra work,	46
	J. W. Weant, Digging grave,	15
April,	R. F. Simonton, Expenses to Richmond,	240
	Express Company,	10
	David Black, Watchman,	6
	J. M. Wise, do	3
	P. L. Yount, Negro Hire,	2 50
	M. L. McCorkle, do	2
	J. W. Wilson, Expenses to Columbia,	60
	James Clarke, 1 quart Brandy,	20
	N. A. Moses, Negro Hire,	7 50
		$1080 50

[ABSTRACT No. 8.]

SALARIES.

Jan'y., 1864.	R. F. Simonton, Secretary and Treasurer,	$ 2000 00
	A. M. Powell, President,	2000 00
	J. W. Wilson, Engineer and Sup't., (8 mos.)	2500 00
		$6500 00

FINANCE COMMITTEE REPORT.

OFFICE WESTERN N. C. RAIL ROAD COMPANY,
Statesville, N. C., July 1st, 1864.

We, the undersigned Committee of Finance, to examine the accounts of the Treasurer and report thereon, have the honor to submit the following statement, which embraces the financial operations of the Road for the past year:—

Freight and Passenger Account, as per Tabular Statement,.....		$203,725 36
All other sources, as per Treasurer's Statement,		100,324 58
Balance due from Post Office Department,.....		3,750 00
Balance due from State of North Carolina, on Freight Account,.....		2,333 18
Balance due from Confederate States for last Quarter,.....		60,000 00
Balance due from N. C. Rail Road Company,...		1,778 62
		$371,911 74
Deduct amount of Freight collected for other Roads, included in the above,.....	$ 40,065 47	
Amount of Disbursements, as per Abstracts No. 1, 2, 3, 4, 5, 6, 7 and 8,.....	223,352 15	263,357 62
Nett Earnings,.....		$107,554 12

Your Committee would further report that the item of Repairs and Materials for this year has been largely increased in consequence of payments of old unsettled claims. This class of accounts paid will reach $30,000, and is justly chargeable to accounts of 1861, '62 and '63.

Finally, your Committee are satisfied that the reports of the Treasurer are correct, and that he has proper vouchers for all payments made by him.

Respectfully submitted,

C. A. CARLTON,
A. W. JAMISON,
W. P. CALDWELL,
Finance Committee.

A DETAILED STATEMENT OF RECEIPTS OF TRANSPORTATION DEPARTMENT,

FOR THE FISCAL YEAR ENDING 30th JUNE, 1864.

1863.	Salisbury Station.			Third Creek Station.			Statesville Station.			Catawba Station.			Newton Station.			Hickory Tavern Station.			Icard Station.			Morganton Station.			*Way Bills.*	*Southern Express.*	Monthly *Totals.*
	Freight.	Pass'g's	Total.	Freight.	Pass'g's	Total.	Freight.	Pass'g's	Total.	Freight.	Pass'g's	Total.	Fr'ght	Pass'g's.	Total.	Freight.	Pass'g's	Total.	Freight.	Pass'g's.	Total.	Fr'ght	Pass'g's.	Total.	Cond't'rs.		
July,	525 38	1856 50	2382 38	586 00	77 00	663 00	1180 60	644 75	1825 35	551 62	187 75	739 37	317 90	261 50	579 40	865 51	355 00	1220 51	1766 38	551 00	2317 38				1853 75		11,581 14
August,	406 48	2328 75	2735 23	503 12	179 00	682 12	1980 89	988 50	2969 39	1036 61	273 25	1309 86	108 18	290 40	398 58	111 75	422 00	533 75	636 65	791 00	1427 65				2666 50	347 55	13,070 63
September,	973 88	1821 00	2794 88	98 83	145 25	244 08	596 42	821 25	1417 67	646.02	337 75	983 77	391 85	445 75	837 60	203 61	401 75	605 36	159 17	1244 50	1403 67				2947 75	464 67	11,699 45
October,	1052 55	1832 00	2884 55	703 31	212 25	915 56	2688 67	1032 00	3720 23	134 90	343 00	477 90	206 86	496 50	703 36	1691 80	594 00	2285 80	630 40	987 00	1617 40				2713 00	911 34	16,429 14
November,	2307 67	2159 50	4467 17	139 69	208 50	348 19	1390 15	977 50	2367 65	16 65	361 25	377 90	145 60	377 00	522 60	2059 52	695 50	2755 02	2480 78	942 00	3422 78	514 50		514 50	2301 40	696 26	17,773 47
December,	1311 10	3580 25	4891 35	27 70	349 50	377 20	859 66	1588 70	2448 36	258 21	416 50	674 71	99 50	608 50	708 00	2696 93	922 75	3619 68	3260 30	386 00	3646 30	1395 00		1395 00	2873 75	858 20	21,292 55
1864.																											
January,	1944 81	2611 75	4556 56	220 35	128 00	348 35	1790 65	906 65	2697 30	243 40	342 00	585 40	552 15	519 50	1071 65	1485 65	606 00	2091 65	1299 20	324 25	1614 45	177 12	782 25	959 37	2606 25	1178 28	17,709 26
February,	3565 98	2803 00	6368 98	98 00	374 00	472 00	1195 90	1283 50	2479 40	1781 15	744 25	2525 40	399 56	1022 50	1422 06	352 10	880 25	1232 35	1100 52	358 25	1458 77	312 20	1645 50	1957 70	3863 00	1569 16	23,348 82
March,	1572 85	2505 00	4077 85	204 95	214 75	419 70	1509 67	1135 50	2645 17	455 25	555 50	1010 75	157 35	662 75	820 10	3307 30	862 25	4169 55	1071 78	232 50	1304 28	751 37	1132 50	1883 87	4237 00	927 26	21,495 53
April,	3635 07	1888 50	5523 57	107 55	169 50	277 05	787 60	1027 00	1814 60	113 00	452 50	565 50	58 05	305 00	363 05	744 50	417 50	1162 00	433 60	182 00	615 60	1316 60	1062 00	2578 60	4000 75	1193 01	18,093 73
May,	1000 10	1979 00	2979 10	604 05	244 00	848 05	1689 45	1018 50	2707 95	296.60	419 00	715 60	79 95	539 50	619 45	91 75	572 50	664 25	723 20	236 00	959 20	487 95	969 50	1457 45	2691 60	2267 22	15,909 87
June,	1010 00	1999 50	3009 50	232 85	424 00	656 85	392 50	1275 00	1667 50	132 10	503 50	635 60	321 00	445 00	766 00	493 10	545 00	1038 10	263 10	129 00	392 10	742 65	871 00	1613 65	4390.50	1151 97	15,321 77
			$46,671 12			$6252 15			$28,760 57			$10,601 76			$8,811 85			$21,378 03			$20,179 58			$12,360 14	$37,145 25	$11,564 92	$203,725 36

REPORT OF THE COMMITTEE OF INSPECTION.

To the Stockholders of the Western N. C. Rail Road:

GENTLEMEN:—At the last annual meeting of the Stockholders, Wm. Murdoch, T. G. Walton and myself, were appointed a Committee to inspect the Road and report at this meeting.—I have not had the valuable services of Messrs. Murdoch and Walton, and much regret it, as they are gentlemen of experience, and have had good opportunity to examine other Roads and compare with yours. Before setting out, however, with what I shall have to say, we wish to remind you that these are war times, and although many things may not be as we would wish, we have to do the best we can, and much allowance must be made. We passed and re-passed over the entire Road and inspected every culvert, bridge and station, and shall commence by calling your attention to the property in Salisbury. First, the Shops.—We find since your last meeting, a substantial fence has been placed around the entire grounds, adding very much to the appearance and safety of the shop buildings. The machinery is in good order, and the neat appearance of everything about the shops, speaks well for the workmen engaged.—A large supply of material is on hand for building and repairing. Four of the engines are in good running order, and the fifth (the one damaged by the raiders,) is being rapidly repair-

ed, and in a short time will be as good as ever. The coaches and cars are all in good running order, and while on this subject must say the coaches are kept neat and clean, well supplied with good water, indicating the efficiency of the Conductors employed on the Road.

The passenger shed and office building have been much damaged by soldiers, which under the circumstances could not be helped. We would recommend that some arrangement be made with the Confederate authorities to supply a comfortable house and fire-wood, near the station, for the accommodation of soldiers awaiting the trains.

Leaving Salisbury, the first bridge we cross is Second Creek, which we find in bad condition, never having been properly planned and badly constructed. The masonry is good and in perfect order; the superstructure, however, is too narrow, and objectionable in many respects; but we consider the bridge safe, and may with attention and repairs remain so for some time.

The property at Third Creek Station is in good order. We find the masonry of the bridge at Third Creek in good order, but the same we have said about the superstructure of Second Creek bridge may be applied to this one. This bridge has sunk in the centre about fifteen inches. Trestle has been used to support it, but now requires repairs. We find the timber on hand to make it entirely safe.

The Station buildings at Statesville are in good repair.

No bridge has been built at Buffaloe Shoal Creek, but a substantial trestle, built two years since, remains in good repair. The Catawba river bridge is an excellent structure and in fine order. We find nothing wanting about this bridge, unless it be a coat of paint.

The buildings at Catawba Station are in good order, but the station house is situated on the wrong side of the road, and should be moved. The foundation has given way, and the

building will injure if not soon attended to. It is now difficult to load and unload.

The buildings at Newton are in good condition, as are the buildings at Hickory Tavern and Icards. At the Head of the Road a temporary station house has been erected, affording store room sufficient. The section houses are all comfortable and in good condition, and at each we notice vegetable gardens for the hands, which adds much to the health, and is quite a saving to the commissary department.

The facilities for water are fine—the Six Mile Tank, Rock Cut, Red Tank and Icards being supplied with never-failing streams, supplying most of the water necessary, thereby saving the expense of hands to pump. The pumps are in good order at all the tanks.

The Agents at each Station keep their rooms neat and in order, and we must say are without exception accommodating and efficient gentlemen.

The Saw and Grist Mill is a complete arrangement, supplying the Company with lumber to build and repair, and will be a source of considerable profit to the Company. The Grist Mill will enable the Company to save a considerable amount of corn. The Mills are well arranged and very convenient to load the cars with lumber.

From Salisbury to Third Creek a large amount of new sills have been laid during the year. Still, more are needed to make the track in complete order. From Third Creek to the river a number of new sills have been laid, requiring only a few to put this part of the Road in good order. From the river to the Head of the Road very few decayed sills are to be found. A considerable number of new sills are now being delivered, and by Winter the Road may be put in fine condition.

The wet cuts have been ballasted and ditches cleaned out, but much remains yet to be done. This very important matter has heretofore been too much neglected. We notice a consid-

erable number of iron bars wearing out, which it will soon be necessary to replace. The culverts and viaducts are in good order, and reflect credit on the builders. The supply of dry wood on the Road is abundant to last the coming Winter. We were agreeably surprised to find a large amount of provisions on hand, together with forty good hogs to kill the next Winter.

All the hands on the Road are well clothed and well fed.—The Road and Section Masters are careful of their health and provide the best medical attention during sickness.

In closing this report, we must say that the different departments appear to be well managed. The condition of the Road and amount of transportation done show that the Officers are men of energy and judgment.

I am, Very Respectfully,

Your Obedient Servant,

HUGH REYNOLDS.